Railroads Pennsylvania

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PENNSYLVANIA STATION

NEWARK

Travel Center of Northern New Jersey

PAMPHLET FILE

PENNSYLVANIA RAILROAD

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MacMurray College
Jacksonville, Illinois

PENNSYLVANIA STATION . . . . Newark, New Jersey

"Hub" of the Vast New Centralized Transportation System of Northern New Jersey

On June 20, 1937 . . . at great cost . . . a dream came true.

What a few men of imagination, vision and courage conceived twenty years ago—a centralized transportation system for Northern New Jersey radiating from Newark—became a living, working reality on that day.

And the joint pledge, the joint partnership, of the Pennsylvania Railroad, the City of Newark and State of New Jersey have made it possible.

On its part, the Pennsylvania Railroad agreed to build a magnificent station—today the most modern in America and Europe.

To make this mammoth station the terminus of all the arteries of transportation that the City of Newark envisioned—trains, subways, trolleys, busses, automobiles—required the Pennsylvania Railroad to reorganize on a gigantic scale its own mighty transportation facilities, all without disturbing the enormous traffic daily over its lines between east and west and north and south.

It meant the building of railroad lift bridges over the Passaic River the like of which had never been seen before in the world.

It meant the abolition of old traditions and landmarks—Park Place, the Newark terminal of Newark-New York rapid transit service, and Manhattan Transfer interchange point for Pennsylvania up-town and down-town service to New York City.

It meant multiplying the trackage and platform space at the new station at least three-fold! For, mind you, transportation of every classification was to pour into this gigantic Pennsylvania Station. And that it might flow without congestion, interruption or delay was a problem to tax the most brilliant technical minds.

On its part, the city planned to build something it had never had before—a subway. And to reorganize and re-route its trolley and bus lines so that virtually all major arteries flowed into this vast terminal. In this, the Public Service Company of New Jersey gladly cooperated.

June 20th, after eight years of intensive construction work, the whole system was set in motion. To run as smoothly as though it had been in operation for years.

Now what does it mean to New Jersey—and the traveling public?

A mighty stride forward, affecting time, energy, space and values.

It means immediately a saving of many minutes a day for commuters.

It expands the range of quick service to serve 2,000,000 rather than a half million.

It gives to the many suburbs and cities surrounding Newark a central point for departure not merely for New York but to all points of the compass—east, west, north, south . . . even Canada and New England.

It encourages more people to settle in Newark and environs—just as the erection of the Pennsylvania Station in New York increased the population of Long Island by 3,000,000 and its realty values by $3,000,000,000.

From June 20 may well date a new era for Northern New Jersey. And the Pennsylvania Railroad is proud to have been a partner in this mighty Project of Progress.

Observe how this

NEW UNIFIED TRANSPORTATION SYSTEM

Expands the Range of Service in

NORTHERN NEW JERSEY

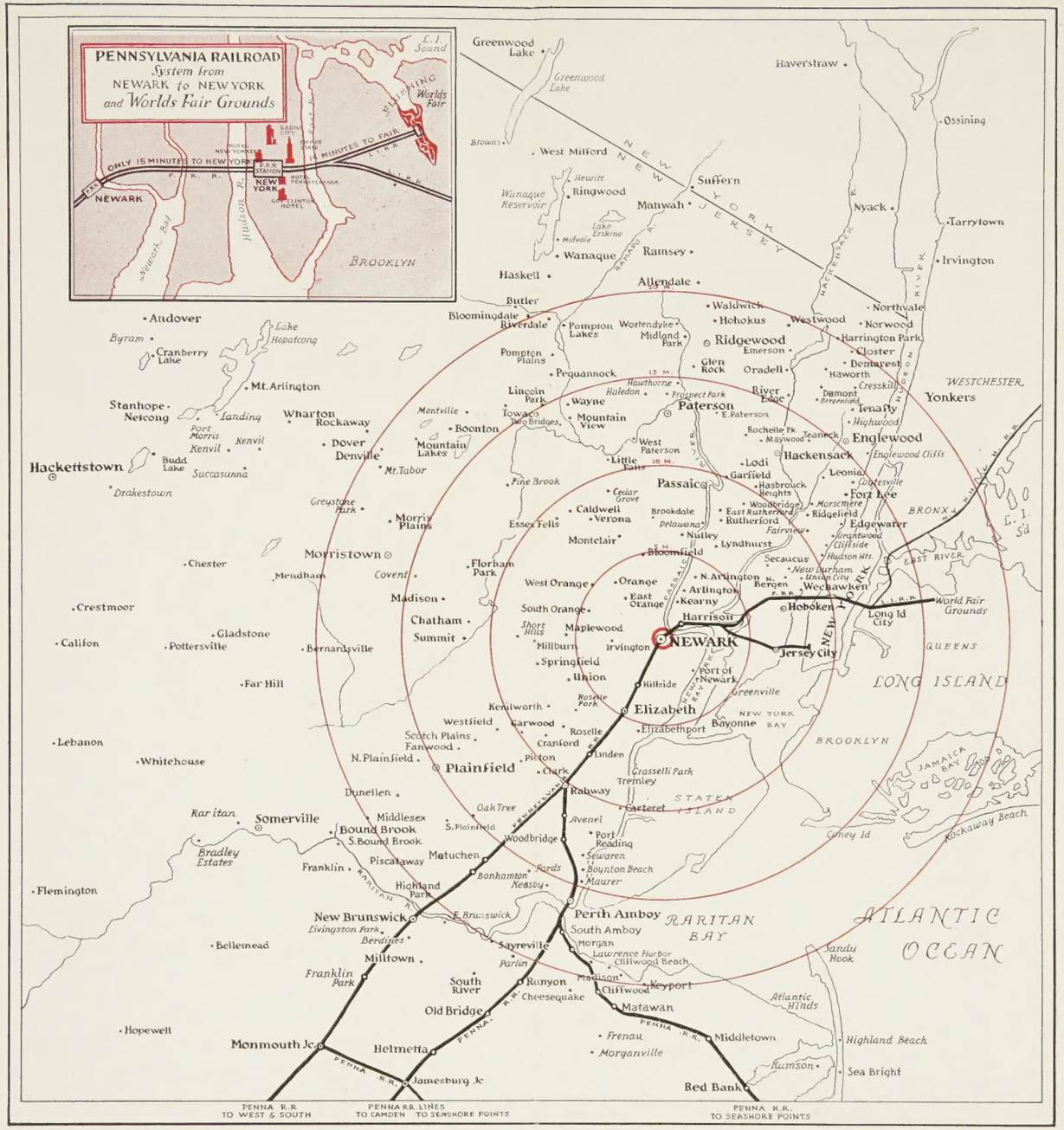
Glance at this map.

Observe the enormously increased area now enjoying centralized transportation.

No longer is it necessary to go to New York for trains to distant points. Northern New Jersey has its own giant terminal. If you live in any of the many towns shown, and business or a family visit calls you away, simply board a trolley or bus or drive your car to the New Pennsylvania Station at Newark. Thus you save time and energy and extra fare.

Like the Pennsylvania Station in New York, the Pennsylvania Station in Newark provides through service to New England, Canada, the South, Southwest, Far West and Northwest. So the new unified transportation system provides you with a central point of departure to anywhere!

The Public Service Bus Terminal at Park Place



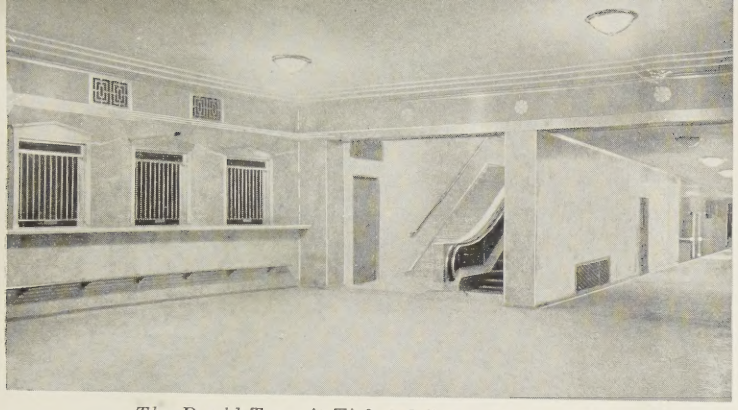
There is still another phase of this map that is cause for elation.

Soon the World's Fair of all world's fairs will open. The Pennsylvania Station in Newark will provide the quickest and most convenient transportation for Northern New Jersey to the Fair Grounds on Long Island. Just 29 minutes! Your train glides into the Pennsylvania Station in New York, you promptly change to a Long Island train—and in a few minutes you're on the streets of the Fair Grounds. No highway traffic, no tolls, no parking fees, no heat and dust!

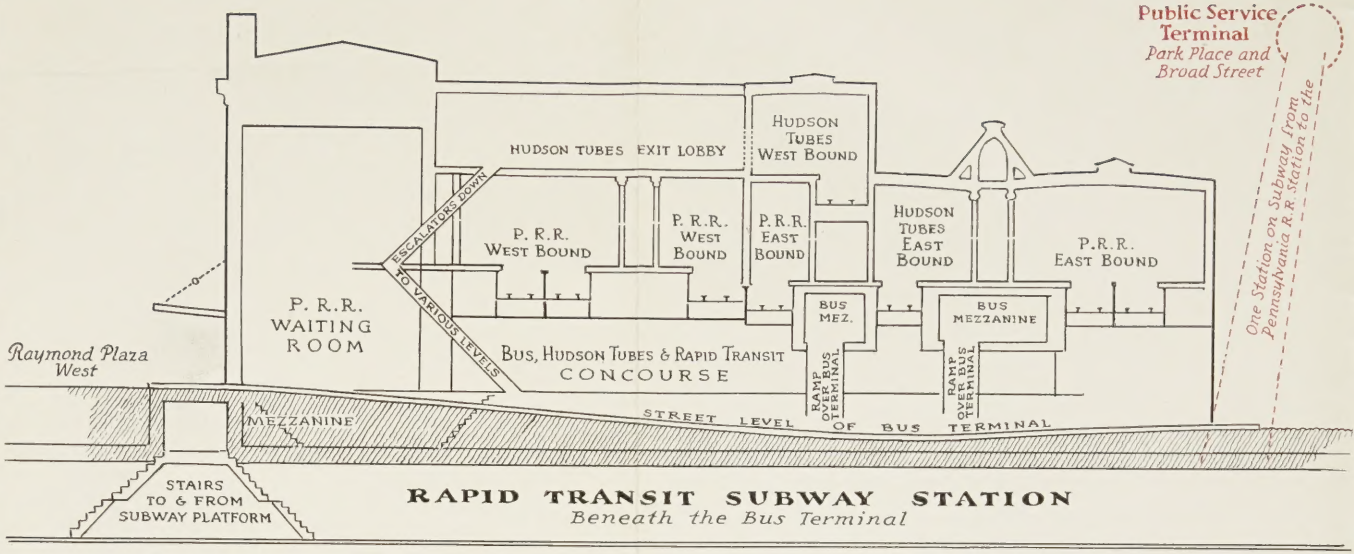
So the inauguration of this new transportation service could never have been more timely.

Northern New Jersey deserves a giant transportation system of its own. It has earned it by its industry, energy and enterprise. One of the largest industrial centers in the east, surrounded by beautiful suburbs, favored by natural beauty, illuminated by historic lore, Newark and its sister cities and towns have spread their wares and craftsmanship throughout the world. Here the first incandescent lamp became a reality . . . here radio first made its voice heard . . . and now it can memorialize another testimonial to enterprise, the most modern and beautiful railroad station in the world.

Taxi and automobile entrance, Pennsylvania Station



The Rapid Transit Ticket Office and Concourse


Public Service Terminal
Park Place and Broad Street
One Station on Subway from Pennsylvania R.R. Station to the
HUDSON TUBES EXIT LOBBY
HUDSON TUBES WEST BOUND
ESCALATORS DOWN TO VARIOUS LEVELS
P. R.R. WEST BOUND
P. R.R. WEST BOUND
P.R.R. EAST BOUND
HUDSON TUBES EAST BOUND
P.R.R. EAST BOUND
P. R.R. WAITING ROOM
BUS MEZ.
BUS MEZZANINE
Raymond Plaza West
BUS, HUDSON TUBES & RAPID TRANSIT CONCOURSE
RAMP OVER BUS TERMINAL
RAMP OVER BUS TERMINAL
MEZZANINE
STREET LEVEL OF BUS TERMINAL
STAIRS TO & FROM SUBWAY PLATFORM
RAPID TRANSIT SUBWAY STATION
Beneath the Bus Terminal

Ramp on Westbound Island Platform from Rapid Transit Concourse

New three-track Lift Bridge with span in place for passage of trains. This span can be raised 111 feet in 85 seconds

Receiving window for the Baggage Room

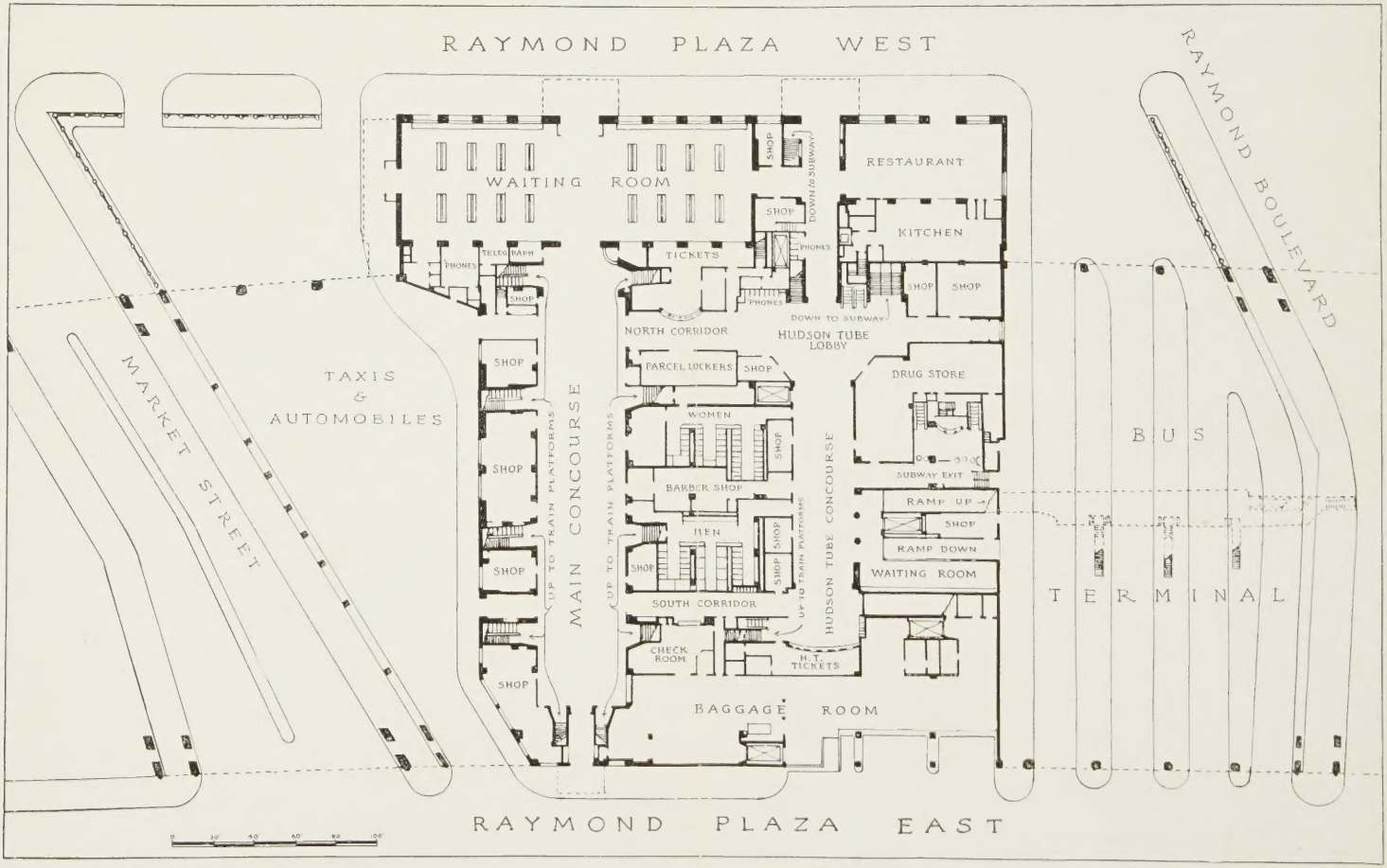
Island Platform looking east, showing aluminum enclosed Waiting rooms and Station Master's office

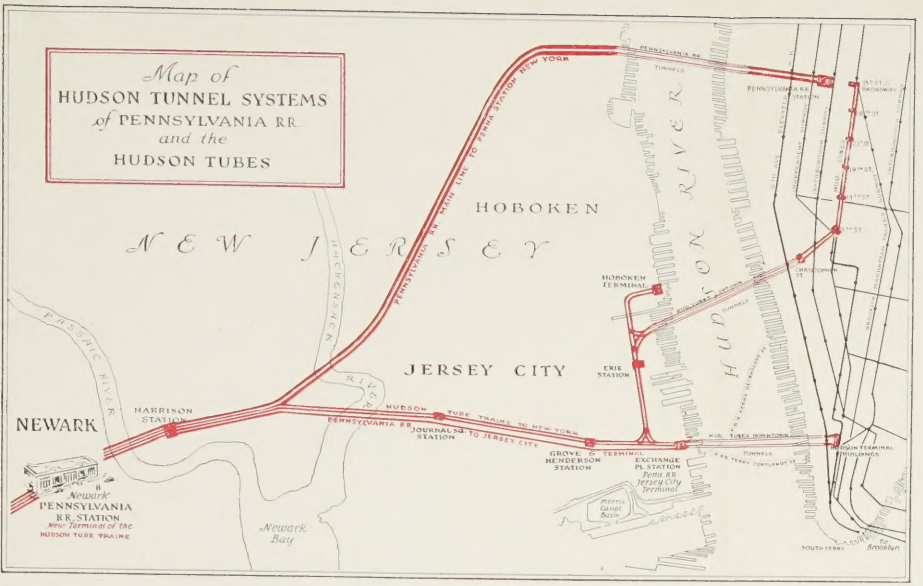
A WORLD of BEAUTY, CONVENIENCE and UTILITY!

Here are intimate glimpses of what architects and engineers created for you.

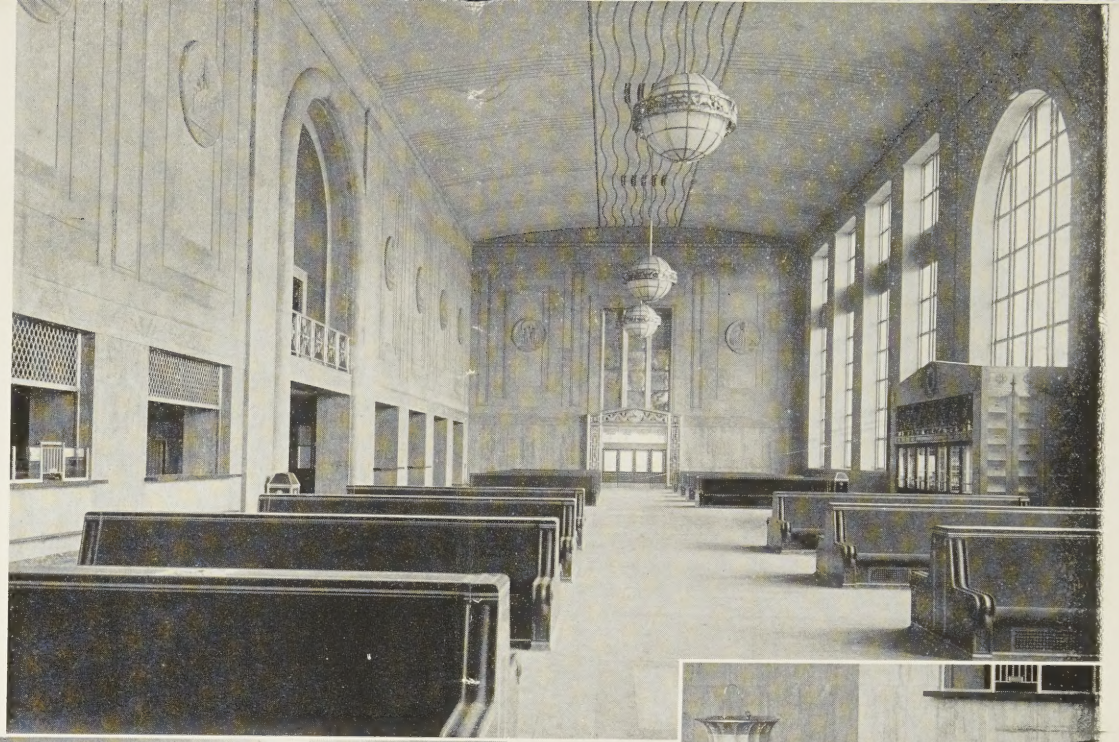
Three diagrams tell the story of transportation movement. Hudson Tube trains enter the station on an upper level, loop and leave for New York on the next lower level. Beneath, underground, the new Newark subway enters, with individual tracks for each major line. But to reach all these facilities—busses, taxis, automobiles, too—requires no breathless scurrying or jostling. For remember, the Pennsylvania Station provides the most advanced ideas in handling traffic. There are overhead ramps, broad and gradual; escalators galore; exceptionally long platforms; room to move, room to breathe. With every convenience and service facility . . . spacious check room, parcel lockers, modern telegraph and telephone facilities, an excellent restaurant, delightful shops, a fully staffed barber shop even to manicurists, beautifully appointed waiting and rest rooms.

Not a thing has been overlooked by the Pennsylvania Railroad to make this station the mainspring of comfort, convenience and service as well as transportation.

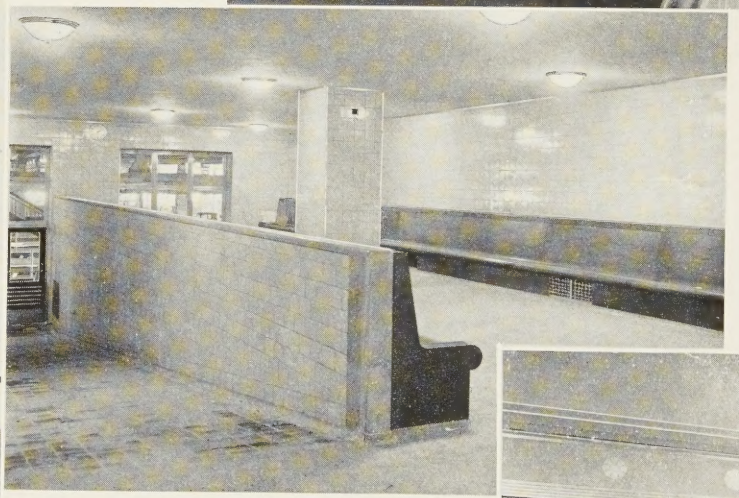




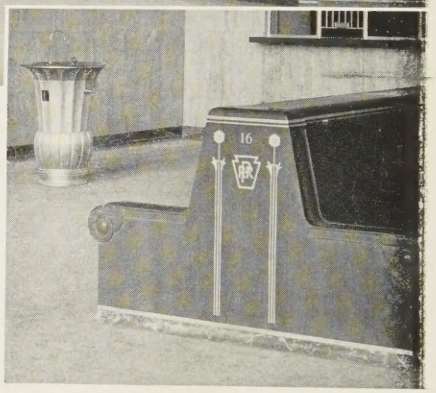
New three-track Lift Bridge over Passaic River. Here the lift span is shown raised to full height



General view of the Main WaitingRoom showing ticket windows and decorative features



The spacious waiting room for Rapid Transit and Bus lines



A numbered bench to facilitate meeting

Entrance to the Subways, showing escalators and excellent illumination

BIRD'S-EYE VIEW of NEWARK

with the

HUGE PENNSYLVANIA RAILROAD

DEVELOPMENT in the foreground

In May, 1666, the Rev. Abraham Pierson and Captain Robert Treat sailed up the Passaic River.

"Here we shall settle," said the clergyman.

"And we shall name it Newark in honor of your old parish," added Captain Treat.

Could they but go aloft and gaze upon it now!

What a panorama of business and industry is represented here! And notice how everything seems to pour into a vortex . . . the Pennsylvania Station. There's Market Street running into the vast plaza in front of the station itself. There's the Public Service bus terminal but a few minutes' walk or a first subway stop away. The major bus lines come directly to the Pennsylvania Station.

Everything, you will notice, within easy access of this vast terminal. Whether you go to Newark on business, to visit its shrines, to see its sights, to call on friends, the Pennsylvania Station is "the key to the city." Well-informed attendants at its Information Booth will direct you to any place you wish to go. And could you but go aloft twenty years from now—well, what you behold now is only a glimpse of the greatness to come!

Famous "Seated Lincoln" by Borglum at the entrance of Essex County Court House

Another Borglum masterpiece, "The Wars of America"

The front entrance to the Newark Museum

The First Presbyterian Church of Newark was dedicated in 1791

Market Street Newark

Center Market Building

An heroic figure of General George Washington presented to the City of Newark

A monument dedicated to the First Academy of Learning located near this spot

This old school was built of brownstone and has weathered nearly two centuries

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Things you should know about Pennsylvania Railroad

PENNSYLVANIA RAILROAD directly serves that densely inhabited region east of the Mississippi, containing 51 per cent of the country's population.

PENNSYLVANIA RAILROAD links together by its service nine of the ten largest cities.

PENNSYLVANIA RAILROAD provides more tracks and more trains for service east of the Mississippi than any other major railroad system.

PENNSYLVANIA RAILROAD is the shortest route from east to west—50 miles shorter to Chicago—100 miles shorter to St. Louis.

PENNSYLVANIA RAILROAD operates 8 of the 18 fastest trains in the country, including the fastest, and next fastest.

PENNSYLVANIA RAILROAD provides for your comfort the largest fleet of air-conditioned trains in the world.

PENNSYLVANIA RAILROAD operates more than 16,000 electric trains monthly on its all-electric route between New York and Washington, covering the 226 miles in as little as 215 minutes!

PENNSYLVANIA RAILROAD carries 1 out of every 5 passengers who buy railroad tickets in the United States and 11 per cent of the freight tonnage borne by rail—more than any other system.

PENNSYLVANIA RAILROAD

SAFETY FIRST plus . . .

Speed, Comfort and Friendliness